

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 266-3574  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life*

March 17, 2025

Kathleen King  
City of Los Angeles, Department of City Planning  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: Radford Studio Center Project – Draft  
Environmental Impact Report (DEIR)  
SCH# 2023060056  
GTS #07-LA-2023-04730  
Vic. LA 101 PM 12.63

Dear Kathleen King,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Radford Studio Center Project would establish the Radford Studio Center Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and the modernization and expansion of media production facilities within the approximately 55-acre Project Site. The Specific Plan would establish standards to regulate land use, massing, design, and development, and permit up to 2,200,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon build out, as well as associated circulation, parking, landscaping, and open space improvements. Specifically, the Specific Plan would permit up to 1,667,010 square feet of new floor area, the retention of 532,990 square feet of existing floor area, and the demolition of up to 646,120 square feet of existing floor area. In addition, the Radford Studio Center Sign District (Sign District) would also be established to permit studio-specific on-site signage.

After reviewing the DEIR, Caltrans has the following comments:

The DEIR states the project would generate an average work VMT per employee of 6.2, which falls below the significance threshold for the South Valley APC area (11.6 work VMT per employee). Since the VMT per employee ratio is lower than the impact threshold for the South Valley APC area, the project's VMT impact would be less than significant.

Caltrans acknowledges and supports infill development that aims to increase land use mix, reduce car parking, and create more sustainable communities. Caltrans applauds the Project's inclusion of:

- Two robust, high-quality mobility hubs, one on the South lot and another on the North lot.
- Major investments in pedestrian and bicycle infrastructure, such as: Class 4 bike lanes on Radford Avenue and a new bridge connecting Radford Ave. to Moorpark Street that also creates continuous protected facilities for future LA River path users.
- The inclusion of both short- and long-term bicycle parking, as well as showers and lockers, all of which support non-automotive commuters.
- Improvements to nearby, offsite, transit stops. Improvements should include adequate protection from the elements, comfortable seating, and accurate route information/signage.
- Funding a "Guaranteed Ride Home" program, which allows commuters who walk, bike, or ride transit to feel confident that, in the case of an emergency, that they are supported and have options.

Please implement the following improvements to best take advantage of the project site's proximity to goods, services, and housing:

- Reduce the amount of car parking whenever possible, as abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building too much parking.
- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- Gated developments divide communities, limit transportation choices, and increase VMT. For these reasons they should be avoided. If walls are still to be allowed, numerous gates and access points should be provided for people walking or riding bicycles to be able to reach their destinations easily.

By implementing these recommendations, the Radford Studio Center Project can enhance regional connectivity, improve safety for all users, reduce VMT, and support sustainable transportation choices.

Finally, an encroachment permit is required for any project work proposed on or near Caltrans Right of Way. The transportation of heavy construction equipment and/or materials which requires the use of oversized transport vehicles on State highways will also require a Caltrans transportation permit. We recommend large truck trips be limited to off-peak commute periods and if construction trips are expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts to Caltrans for review.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS #07-LA-2023-04730.

Sincerely,



Miya Edmonson  
LDR Branch Chief

Cc: State Clearinghouse